STATE ROUTE 124

TRANSPORTATION CONCEPT REPORT

CALTRANS DISTRICT 10
OFFICE OF SYSTEM PLANNING
December 2003

APPROVAL RECOMMENDED:

Ken Baxter — 12/29/03

KEN BAXTER — **DATE**
Deputy District Director
Planning, Modal, and
Local Assistance Programs

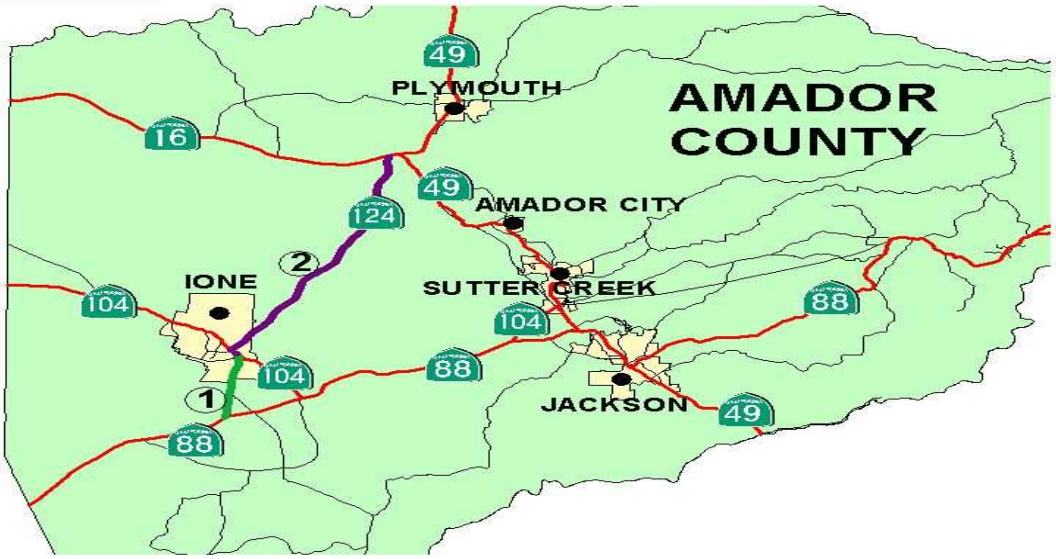
Julie Dunning — 12·30·03

JULIE DUNNING — **DATE**
District Director (Acting)
District 10, Stockton

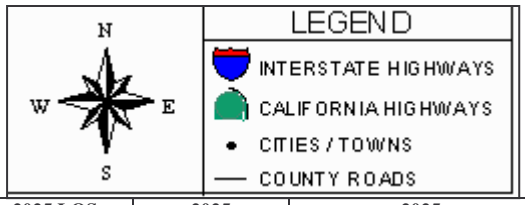
TABLE OF CONTENTS

Caltrans
District 10
Planning Division
GIS

STATE ROUTE 124 CORRIDOR STUDY
Segmentation Map - Amador County



Department of Transportation
District 10
Office of System Planning



EXECUTIVE SUMMARY

SEGMENT	PM/ KP	LOCATION	2000 LOS	CURRENT FACILITY	2025 LOS w/o improvement	2025 CONCEPT LOS	2025 CONCEPT FACILITY
1	0.0-2.29/ 0.0-3.69	SR-88 to SR-104	B	2-lane conventional	C	D	2-lane conventional*
Route Break	2.29-2.30/3.69-10.34	Concurrent with SR-104					
2	2.3-10.34/ 3.7-16.64	SR-104 to SR-16	B	2-lane expressway	B	D	2-lane expressway*

*with right turn lanes and operational improvements within the City of Ione

Transportation Concept Report
State Route 124

STATEMENT OF PLANNING INTENT

Purpose of the Transportation Concept Report (TCR)

System Planning is Caltrans' long-range transportation planning process and is conducted pursuant to Government Code Section 65086(a), and Caltrans policy. The multi-jurisdictional system planning process is multi-modal and considers the entire transportation network, including rail, air, ferries, mass transit, state highways, and local streets and roads. System Planning is used to identify and prioritize future transportation improvements in cooperation with its planning partners. As part of the continuing, cooperative, and comprehensive transportation planning process, System Planning strives for interregional and statewide continuity of the State's transportation network. System Planning produces three interrelated planning documents that provide guidance, evaluate transportation corridors, and develop system improvements. The three planning documents are: the Transportation System Development Program **(TSDP)**, the District System Management Plan **(DSMP),** and the Transportation Concept Report **(TCR).**

Transportation System Development Program (TSDP)

The TSDP is the Department's principal document for identifying state highway improvements that are recommended to go forward into further study and inclusion into regional transportation plans and programs and ultimate consideration in future programming cycles. It includes components for both a recommended plan and a cost constrained plan, and categorizes improvements into two time frames, occurring within 20 years and occurring after 20 years.

District System Management Plan (DSMP)

The DSMP is a strategic and policy planning document for the District's transportation system and communicates the broad transportation system concept and improvement strategies for the district over the next 20 years. It is developed in partnership with regional and local agencies, Native American governments, and the public. The DSMP serves as the foundation for the TCR and TSDP.

Transportation Concept Report (TCR)

The TCR is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a 20-year concept that is consistent with the District's goals as set forth in the DSMP. The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the improvements needed to attain that LOS. Operating conditions for each corridor are projected for 10-year and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for future ultimate facility projects. While the 10-year and 20-year plans consider funding issues, the UTC does not.

This report is prepared by Caltrans staff in cooperation with the regional and local agencies which have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy. TCRs are updated as needed, as conditions change, or as new information is obtained.

ROUTE DESCRIPTION

State Route 124 (SR-124) begins at SR-88, south of Ione, traverses the western point of Amador County, and terminates at SR-16 near Central House. SR-124 has a length of 10.34 miles. The route is concurrent with SR-104, PM 2.29 to PM 2.30, through downtown Ione. This portion of the route is excluded from the SR-124 TCR and included in the SR-104 TCR. SR-124 lies entirely within Amador County and District 10.

Route Designations

SR-124 is functionally classified as a Minor Arterial with a Federal-Aid Primary (FAP) designation. SR-124 is not a part of the Interregional Road System (IRRS) and is not a Surface Transportation Assistance Act (STAA) Truck Route. SR-124 is not designated as a Terminal Access Route, a Strategic Highway Network (STRAHNET) Deployment Route, or as a Scenic Highway. The route was added to the State Highway System in 1933 and to the Freeway and Expressway (F & E) System when it was created in 1959. A portion of SR-124 is designated as a 2-lane expressway (PM 2.48 to 10.34). Please refer to system designation tables on pages 11 and 13.

Purpose of the Route

SR-124 is one of the two routes that provide access to the City of Ione. It primarily serves local and commute traffic. The route connects Ione to Sacramento (via SR-16 and 104), Stockton and Lodi (via SR-88), and recreational areas in the Mother Lode and the Sierra's (via SR-49 and SR-88). State Route 88 truck traffic eastbound for Plymouth uses this route to bypass Jackson, Sutter Creek, and Amador City.

ROUTE CONCEPT SUMMARY RATIONALE and CONSIDERATIONS

The route concept is compromised of two factors:

(1) The minimum LOS tolerable for peak hour conditions.
(2) The type of facility necessary to provide the concept LOS.
(Refer to Appendix 2 for LOS definitions)

State Route Concept Rationale

The IRRS is a series of interregional state highway routes outside urbanized areas that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. The concept facility for an IRRS route in rural areas is "C" and "D" in urban and developing areas. The concept facility for routes that are not on the Interregional Road System is "D." State Route 124 is not an IRRS route; therefore the concept LOS for the 20-year planning horizon is "D."

AMADOR COUNTY

The LOS for SR-124 through Amador County meets the established minimum LOS "D" for non IRRS routes for the 20 year planning horizon, except through the City of Ione, where the corridor is experiencing intersection congestion. Due to right of way restrictions, the concept facility and UTC will remain the same as the existing facility with the addition of right turn lanes and operational improvements within the City of Ione. The UTC will be re-evaluated during the next TCR update.

The Amador Regional Transportation Plan does identify plans for an Interim West Bypass involving the construction of a roadway (arterial or collector) to serve some local traffic and to route truck traffic around the downtown area. The route includes use of the North-South road proposed west of Castle Oaks Drive and a new segment of roadway between SR-104 and Old Stockton Road. It may also include improvements to existing Buena Vista Road from SR-88 to SR-124. This improvement will serve some local traffic and route truck traffic around the downtown area, and is expected to improve the operating conditions on SR-104 and SR-124. The Project Study Report and subsequent environmental analysis of project alternatives will likely include interim or alternative transportation systems management options for improving traffic circulation and safety on State Routes 104 and 124 through Ione as well as consideration of the Ione west bypass. Refer to the SR-104 Transportation Concept Report for details.

STATE ROUTE 124 CONSIDERATIONS

Context Sensitive Solutions

Caltrans uses "Context Sensitive Solutions" as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. This requires careful, imaginative, early planning, and includes continuous community involvement.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as community values, funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, relevant laws, rules, and regulations all must be addressed.

In towns and cities across California, the State highway may be the only through street or may function as a local street. Communities desire their main street be an economic, social, and cultural asset, as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel, and have desirable visual quality. In natural areas, projects can fit aesthetically within the surroundings by including contour grading, aesthetic bridge railings, and special architectural and structural elements. Addressing these needs will assure that transportation solutions meet more than transportation objectives.

In the City of Ione, where the State highway is also the Main street, there is a desire by the community to have wider and safer sidewalks, additional parking, improved pedestrian crossings, and 'user friendly' bicycle paths where feasible. All of these desired improvements have a greater chance of success if their design is in keeping with the context of the historical nature of the area. By using an approach of Context Sensitive Solutions, a balance between the needs and desires of the community and the transportation system can be a rewarding result.

Safety Conscious Planning

Safety conscious planning is incorporated into all planning processes, and complements context sensitive solutions. As in most projects, a need is established before a project can be considered to build. Congestion, high accident rates, poor LOS, narrow roads, poor alignments, poor roadway surface conditions, and operational deficiencies add to the need for safety improvements. The TCR can be a tool to proactively identify safety improvements. Suggested solutions should complement the surrounding environment and the needs of the people within. Sensitive solutions must be agreed upon by all who use these facilities.

Safety/Operational Improvements

Included on the Segment Fact Sheets for each segment is the Traffic Collision rate for that stretch of roadway. This rate indicates the number of incidents per million vehicle miles traveled based on three years of data.

The State Highway Operations and Protection Program (SHOPP) is prepared in accordance with the Streets and Highway Code, and Departmental Policy for Management of SHOPP, by the State Department of Transportation, and is approved by the California Transportation Commission. SHOPP improvements are limited to maintenance, safety, and operational improvements that do not add capacity to the system. Funding for these operational improvements compete on a statewide basis.

Access Management

Access control is the regulation of public access to and from properties adjacent to highways. The primary purpose of access control is to increase the safety of the facility by controlling where vehicles enter, exit, or cross the highway. Controlling highway access also improves traffic operations and increases capacity. Access control is generally classified as full access control, partial access control, and access management.

Access management provides, or manages, access to adjacent property and other streets, while maintaining the traffic flow on the highway. Access management can limit deceleration requirements and remove turning vehicles from through traffic lanes. Access management techniques are most often applied to conventional highways. The first segment on SR-124 is a conventional highway. It is directly adjacent to businesses and residents that have direct access to the highway through several driveways. Also, as the route approaches the City of Ione the number of cross streets increases. These factors can be obstructive to the flow of traffic. The second segment, however, is an expressway which is better capable of free-flow traffic since fewer cross streets exist and the presence of turn pockets remove turning vehicles from the through traffic lane.

One of the most beneficial techniques of Access Management is to limit the number of intersections and driveways along the highway. On highways where businesses develop without planning of driveway and intersection locations, interference from the roadside can become a major factor in reducing the capacity and increasing the potential for accidents. If access points are adequately spaced with respect to the traffic volumes, the highway can function more efficiently.

Within existing communities, improved access can only be achieved by intersection improvements, signalization, bypass of the community, or an improvement to local streets that provides alternative routes that can be used by local residents during peak hour conditions. Within the City of Ione, local streets intersect the highway system at 200 foot intervals, road

widths are narrow and are constrained by existing structures. Large truck and trailer units cannot negotiate existing intersections without crossing centerlines. In many cases, at the intersections of SR-124 and SR-104, trucks must use the entire roadway. The Amador Regional Transportation Plan does identify plans for an Interim West Bypass involving the construction of a roadway (arterial or collector) to serve some local traffic and to route truck traffic around the downtown area. The County may want to consider developing an Access Management Plan which would divert traffic from SR-124 and improve traffic operations.

Trucks

Trucks account for 3% to 5% of Average Daily Traffic (ADT) on SR-124. The majority of truck traffic is commercial and varies according to season. Trucks handle most of the freight entering and exiting Amador County. Due to the limited rail freight service to Amador County, trucks handle most of the freight entering and exiting Amador County.

Planned and Programmed Projects

Planned Projects

County	Route	PM/KP	Description	Designation
Amador	*SR-124*	*0.00*	*Intersection Improvements at SR-88 and SR-124 – additional acceleration and deceleration lanes on SR-88*	*Draft 2003 Regional Transportation Plan Update * **Short term***
Amador	*SR-124*	*0.00*	*Intersection Improvements at SR-124 and SR-88 – possible realignment of SR-124 and signalization*	*Draft 2003 Regional Transportation Plan Update * **Long term***
Amador	*SR-124*	*2.30/3.70*	*Intersection improvements to SR-124 and SR-104-Ione*	*Regional Transportation Plan 1998*

* Pending RTP finalization

Programmed Projects

County	Route	PM/KP	Description	Designation
Amador	*SR-124*	*R8.5/R13.68*	*Near Ione at Dry Creek Bridge BR# 26-28-Rehab. Structure*	*SHOPP 1998*

RIGHT OF WAY AND ENVIRONMENTAL ISSUES

Right-of-Way Issues

Due to SR-124 being located primarily within a rural setting, few right-of way issues exist outside of the City of Ione. Within the City of Ione, there are numerous right of way limitations including school routes, sidewalks, parks, churches, businesses, and intersections that cannot be negotiated by legal truck traffic. Through Ione there are several historical gold-rush era buildings lining the corridor, and no right-of-way, which severely restricts the ability to widen the highway through town.

Air Quality

SR-124 is an east/west route traversing the Mountain County Air Basin. Amador County is part of the Mountain County Air Basin and is unclassified in respect to attainment for Carbon Monoxide (CO) and for Particulate Matter ten microns (PM-10) or greater. However, based on the recommendations of the Environmental Protection Agency (EPA) and the California Air Resource Board (CARB) Amador County will be formally classified as a non-attainment area for ozone for the 8-hour standard.

State and federal laws require that all State and Regional Transportation Plans conform to the Environmental Protection Agency's (EPA) adopted State Implementation Plan (SIP) for air quality. The Clean Air Act Amendments of 1990 established a requirement that Transportation Plans, Programs, and Projects conform to the SIP's purpose of attainment of the National Ambient Air Quality Standards (NAAQS). Compliance with the conformity rule mandates that non-attainment areas work together toward practical attainment strategies. For example, the cooperation among the local Transportation Planning Agency's (TPA) within each county, Caltrans, and the respective Unified Air Pollution Control Districts (UAPCD) will need to occur.

ALTERNATIVE TRANSPORTATION

Flexibility

One of the Department's goals is to ensure transit is a more practical travel option. As a part of the TCR, we will identify gaps in transit service along with deficiencies in access to bicycle and pedestrian facilities. The following information pertains to the inventory of alternative modes of transportation and feasible recommendations to provide a seamless transportation system.

Fixed Route Transit and Demand Response Service

Public transit in Amador County is provided by a number of public agencies and one private company. The following is a list of transportation services provided to the general public, transportation disadvantaged, and transit dependent:

- Amador Rapid Transit System (ARTS): this is the only public transit service in Amador County.
- Amador County Unified School District: provides school bus service for students.
- Pioneer Cab Company: based in the City of Jackson and is the only taxicab company in Amador County.
- Blue Mountain Transit: a private van service based in the City of San Andreas that provides transit service to the ARC program in the City of Sutter Hill.
- Amulvan: provides service to medical patients whose needs cannot be serviced within the County of Amador.
- ARC: provides service to the developmentally disabled.
- New Beginnings: provides services to people visiting the Mule Creek State Prison in the City of Ione.

Pedestrians

Pedestrian traffic makes up the link between all other forms of transportation. If the facilities for pedestrian traffic are safe, convenient, and seamless, then this will fill one more gap in the system. Our transportation system needs to be seamless. Where there is a break in one form of transportation, the next form needs to make up for it. Because of the difficulty in providing seamless systems in some of the modes, the pedestrian form of transportation is what is left, therefore, the pedestrian form of transportation needs to be provided with safe, convenient, and

plentiful facilities. Those facilities include signalized intersections, stop signs, sidewalks and cross walks that are wheelchair assessable, public restrooms, covered resting areas, bicycle storage facilities, and transit waiting areas with benches.

Rail

Rail service to Amador County is currently limited to freight service only. County residents who require passenger rail service obtain services in Lodi, Stockton, or Sacramento.

Airports

There is only one public airport serving Amador County, Westover Field, which is located near Martell between the cities of Jackson and Sutter Creek. The estimated number of annual aircraft operations is 43,422.

Bicycle Facilities

Although SR-124 is not a designated bicycle route in Amador County, it is accessible to bicycles. ARTS is equipped with bicycle racks, thereby facilitating bicyclists travels in Amador County. Bicyclists must load their own bikes, and the bus can hold up to two bicycles at a time.

Park and Ride Lots

There are no Park and Ride Lots owned and/or operated by Caltrans on SR-124, and no private Park and Ride Lots are known to exist along SR-124. Consideration should be given for locating a Park and Ride Lot(s) along SR-124 for when the Bypass is in place. Park and Ride facilities can provide a safe and convenient location for individuals who meet to travel together via multi-occupant vehicles, transit, or even rail where available. Park and Ride facilities can result in new carpools and vanpools, and increased transit rider-ship. Even in rural areas such as Amador County, a Park and Ride facility can reduce traffic congestion, help decrease resulting smog, and reduce both vehicle and road maintenance.

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

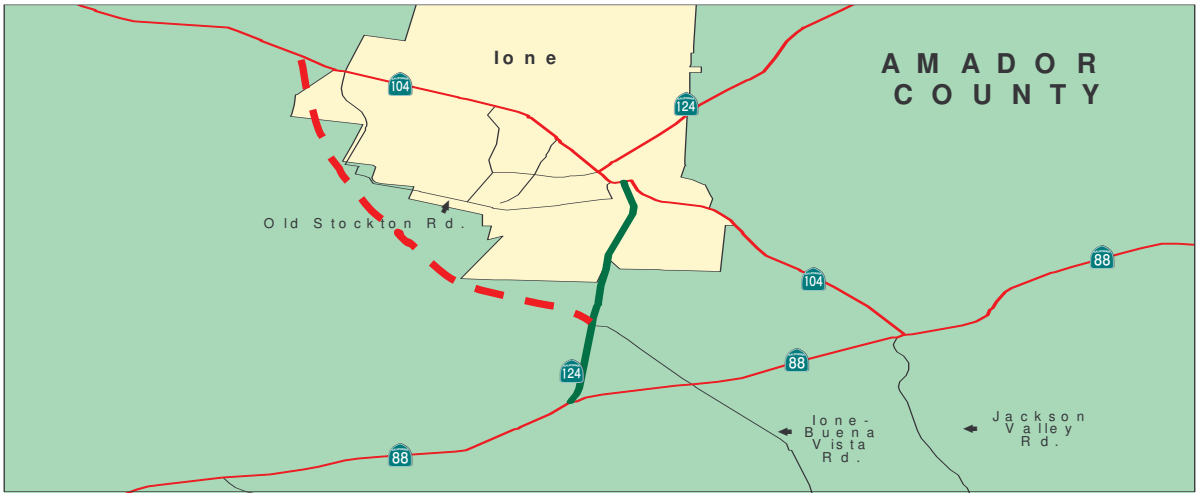
Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion can be reduced by improving incident management and possibly reducing the number of incidents through ITS. ITS are designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provide benefits such as safety, traveler information, and congestion management through changeable message signs, ramp metering, and automated warning systems, which interface with the District's transportation management center.

Currently, there are no ITS projects on SR-124.

SR-124: AMADOR COUNTY – SEGMENT 1
FACT SHEET

Location: SR-88 to SR-104
Post Mile: PM 0.00 - 2.29
Kilometer Post: KP 0.00-3.69
Length: 2.29 miles/3.69 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 55 mph

	2000 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	B	C	C
V/C	0.15	0.24	0.27
ADT	2900	4800	5500
Peak Hour Volume	290	470	540
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	5%	5%	5%

Concept Facility 2-lane conventional highway with right turn lanes and operational improvements within the City of Ione* ; LOS D

The corridor is experiencing intersection congestion through Ione. The County may want to consider developing an Access Management Plan which would affect SR-124 by diverting traffic from this route, improving traffic operations, and increasing safety.

* See Page 5 for information on the Ione Interim West Bypass.

Ultimate Transportation Corridor (UTC): 2-lane conventional highway with right turn lanes and operational improvements within the City of Ione

A four lane conventional highway will be evaluated during the next TCR update.

Local Planning Jurisdiction: Amador County Transportation Commission

Planned Project(s)

County	Route	PM/KP	Description	Designation
Amador	*SR-124*	*0.00*	*Intersection Improvements at SR-124 and SR-88 – additional acceleration and deceleration lanes on SR-88*	*Draft 2003 Regional Transportation Plan Update * **Short term***
Amador	*SR-124*	*0.00*	*Intersection Improvements at SR-124 and SR-88 – possible realignment of SR-124 and signalization*	*Draft 2003 Regional Transportation Plan Update * **Long term***

*Pending RTP finalization

Programmed Project(s)

Currently, there are no Programmed Projects on SR-124, Segment 1.

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 65 feet to 170 feet (20 meters to 52 meters). The total amount of shoulder width in segment 1 is 4 feet (1.2 meters). All 4 feet (1.2 meters) of shoulder is treated. Once the segment reaches the Ione city limit the shoulder width drops to zero.

* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Unclassified	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the are during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

	Currently Existing	Degree of Impact (see below)	Comments
Flood Plains	100-year in northern portion at water crossings	N/a	No previous surveys.
Wetlands	YES	Low sensitivity	No previous surveys.
Endangered Species	YES	High sensitivity	No previous surveys.
Species of Concern	YES	High sensitivity	No previous surveys.
Archaeological Site	YES	Medium sensitivity	No previous surveys.
Leaking Underground Tanks	YES	Medium sensitivity	The community of Ione has 3 identified locations.
Hazardous Materials	YES	Medium sensitivity	Naturally accruing asbestos is common. Mining waste also exists throughout the route.

Traffic Collision Rate
(per million vehicle miles traveled)

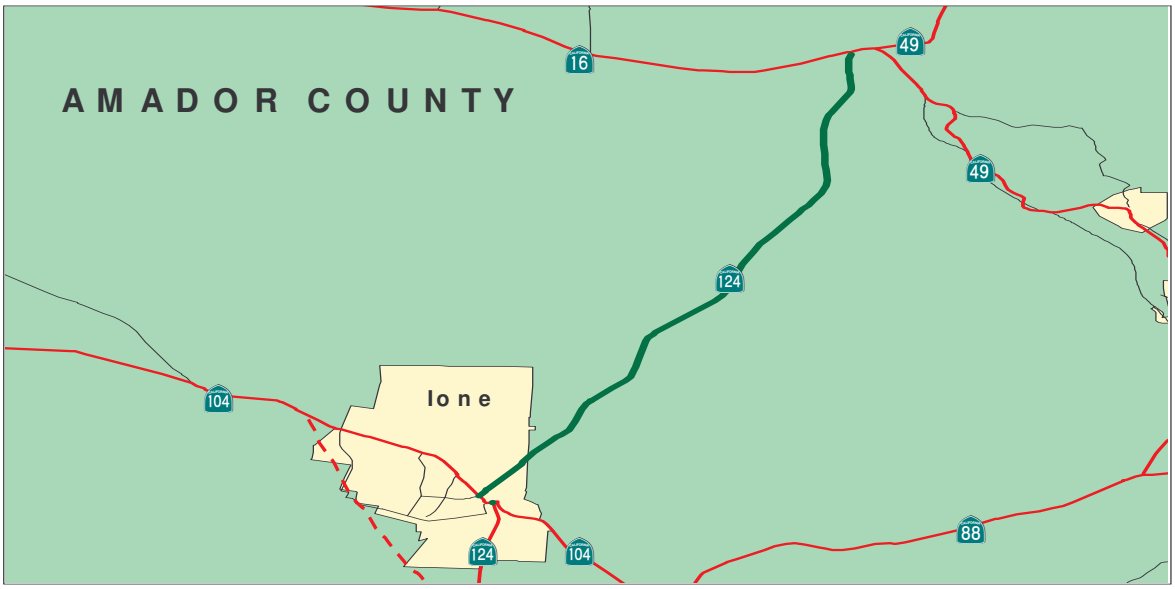
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.22	0.66	0.92	1.96

Source: *Traffic Accident Surveillance and Analysis System (TASAS) Database (July 1, 1998 - June 30, 2001)*

SR-124: AMADOR COUNTY - SEGMENT 2
FACT SHEET

Location: SR-104 to SR-16
Post Mile: PM 2.30 - 10.34
Kilometer Post: KP 3.70 - 16.64
Length: 8.04 miles/12.94 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-lane Expressway
Average Highway Speed 55 mph

	2000 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	B	B	B
V/C	0.13	0.18	0.21
ADT	2500	4050	4650
Peak Hour Volume	280	400	470
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	3%	3%	3%

Concept Facility: 2-lane expressway with right turn lanes and operational improvements within the City of Ione*; LOS D

The corridor is experiencing intersection congestion through Ione. The County may want to consider developing an Access Management Plan which would affect SR-124 by diverting traffic from this route, improving traffic operations, and increasing safety.

*See Page 5 for information on the Ione Interim West Bypass.

Ultimate Transportation Corridor 2-lane expressway with right turn lanes and operational improvements within the City of Ione

A 4-lane expressway will be evaluated during the next TCR update.

Local Planning Jurisdiction Amador County Transportation Commission (ACTC)

Planned Project(s)

County	Route	PM/KP	Description	Designation
Amador	*SR-124*	*2.30/3.70*	*Intersection improvements to SR-124 and SR-104-Ione*	*Regional Transportation Plan 1998*

Programmed Project(s)

County	Route	PM/KP	Description	Designation
Amador	*SR-124*	*R8.5/R13.68*	*Near Ione at Dry Creek Bridge BR# 26-28-Rehab. Structure*	*SHOPP 1998*

System Designations

System Designations	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 80 feet to 320 feet (24 meters to 97.5 meters). The total amount of shoulder width throughout segment 2 is 8 feet (2.4 meters), with the exception of PM R8.501 to R8.57 (KP 13.68 to 13.79), the location of Dry Creek Bridge, where the shoulder width equals zero. All 8 feet (2.4 meters) of shoulder is treated.

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Unclassified	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the are during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

	Currently Existing	Degree of Impact (see below)	Comments
Flood Plains	100-year in southern portion at water crossings	N/a	Ione architectural properties
Wetlands	YES	Low sensitivity	Ione architectural properties
Endangered Species	YES	Low sensitivity	Ione architectural properties
Species of Concern	YES	Low sensitivity	Ione architectural properties
Archaeological Site	YES	High sensitivity	Ione architectural properties
Leaking Underground Tanks	YES	Medium sensitivity	The community of Ione has 3 identified locations.
Hazardous Materials	YES	Medium sensitivity	Naturally accruing asbestos is common. Mining waste also exists throughout the route.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.31	0.51	0.34	0.72

Source: *Traffic Accident Surveillance and Analysis System (TASAS) Database (July 1, 1998 - June 30, 2001)*

* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Appendix 1
List of System Planning Acronyms

ACLTC	Alpine County Local Transportation Commission
ACTC	Amador County Transportation Commission
ADT	Average Daily Traffic
AHS	Automated Highway System
ATSD	Advanced Transportation System Development
AVI	Automated Vehicle Identification
BN&SF	Burlington Northern and Santa Fe Railroad
CALACOG	Calaveras Council of Governments
CBD	Central Business District
CCAA	California Clean Air Act
CMAQ	Congestion Mitigation and Air Quality (Improvement Program)
CMP	Congestion Management Plan
CTIS	California Transportation Investment Strategy
CTC	California Transportation Commission
D/C	Demand Volume to Capacity Ratio
DSMP	District System Management Plan
EPA	Environmental Protection Agency
ETTM	Electronic Toll Collection and Traffic Management
F&E	Freeway and Expressway System
FAT	Fatalities
FIS	Federal Inspection Facility
FY	Fiscal year
HOV	High Occupancy Vehicle
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Route System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LOS	Level of Service
LROP	Long Range Operations Plan
LRT	Light Rail Transit
MCAG	Merced County Association of Governments
MCLT	Mariposa County Local Transportation Commission
MIS	Major Investment Study
MOU	Memorandum of Understanding
MSL	Maintenance Service Level
NAFTA	North American Free Trade Agreement
NHS	National Highway System
PHV	Peak Hour Volume
PM	Post Mile
PR	Project Report
PSR	Project Study Report
PTOC	Primary Traffic Operations Center
POE	Port of Entry

RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCR	Route Concept Report (now known as Transportation Concept Reports)
RTP	Regional Transportation Plan
R/W	Right of Way
SHOPP	State Highway Operations and Protection Program
SHRAHNET	Strategic Highway Corridor Network
SJCOG	San Joaquin Council of Governments
SOV	Single Occupancy Vehicle
SR	State Route
STAA	Surface Transportation Assistance Act
StanCOG	Stanislaus Area Association of Governments
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCCAPC	Tuolumne County / Cities Area Planning Council
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TSDP	Transportation System Development Program
TMA	Transportation Management Association/Area
TMC	Transportation Management Center
TSM	Transportation System Management
UTC	Ultimate Transportation Corridor
VMT	Vehicles Miles Traveled

Appendix 2
Level of Service (LOS) Definitions

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

Appendix 3
Rural, Urban, and Urbanized Definitions

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

Rural – Under 5,000 population

Urban – 5,000 to 49,999 population.

Urbanized – Over 50,000 population